



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: January 17, 2017

Re: Ridgemont Park Subdivision – Preliminary Plat (Case #17-8)

Executive Summary

Approval of the request will authorize a preliminary plat for the creation of a 28-lot single-family subdivision to be known as "Ridgemont Park."

Discussion

The applicant is seeking approval of a 28-lot preliminary plat on a 12.34-acre parcel. The plat includes 25 single-family residential lots, 2 common lots (Lots C1 & C2) to be used for greenspace and stormwater mitigation, and a large undeveloped lot (Lot 26) which is intended to be donated to the City Parks and Recreation Department. The proposed plat includes the extension of Ridgefield Road, from its current stub-street terminus through the site, to Ridgemont Road west of the intersection of College Park Drive.

The proposed development depicts a number of lots with frontage along Ridgemont Road which is permissible based on the roadway's street classification. Lots 5 and 24 will have access restricted to the extension Ridgefield Road, in efforts to limit the number of driveways along Ridgemont per the request of the City Traffic Engineering Division.

Both Ridgefield Road and Ridgemont are identified in the City's Neighborhood Traffic Management Program Scoresheet as priority streets, and they are currently ranked 11 (Ridgefield) and 12 (Ridgemont) as needing traffic management controls. As such, the Traffic Division requested off-site traffic-calming devices, (speed tables) to be constructed by the applicant, at the intersections of Ridgemont and Ridgefield Road at its intersection with Wood Hill Road. These improvements were believed necessary to assist in mitigating potential traffic-related issues that may result in the adjacent neighborhoods by the extension of Ridgefield Road as well as a means of addressing existing background traffic conditions identified in the Traffic Management Program Scoresheet.

The Planning and Zoning Commission (PZC) considered the proposed 28-lot preliminary plat at its meeting on December 8, 2016. Staff presented its report and the applicant and their representatives gave an overview of the request. The Commission inquired about several topics, including staff's recommended approval condition relating to the construction of two off-site traffic-calming devices, and the preexisting traffic issues. A full discussion of these items can be found within the attached Planning Commission staff report for Case #17-8.

The applicant's legal counsel responded to the Commission's questions, stating that the connectivity was a typical requirement of the City, and that, according to state statutes and case law, that when subdivision ordinance specifies minimum standards to which a



preliminary plat must conform, it is arbitrary to deny approval of a plat that meets those standards.

A number of representatives from the Ridgemont neighborhood spoke against approval of the subdivision, particularly the connection of the Ridgefield extension. Many offered an alternative design with the two adjacent cul-de-sacs for Ridgefield Road and the road internal to the proposed development. Many residents shared concerns with the volume and the speed of traffic throughout the neighborhood. Other comments included concerns of neighboring residents that the development would create storm water issues, and that adding twenty-five homes to the sanitary sewer system would exacerbate existing problems in that system as well.

Some residents voiced their support of the development, stating that allowing access to Ridgefield Road would help ease the issues seen on Ridgemont, and that allowing only one point of ingress/egress into the proposed development would add to traffic issues on Ridgemont, in addition to limiting access for City services. These residents also voiced concerns over topographical issues with the placement of the traffic-calming devices and suggested that increased use of stop signs in the neighborhood would help to slow traffic.

After a detailed discussion, the Planning and Zoning Commission voted (5-4) to recommend approval of the preliminary plat subject to the following conditions:

1. The applicant shall negotiate the installation two off-site traffic calming devices, with the City's Traffic Engineering Division, in an equivalent value to the two speed tables, and,
2. The applicant shall install traffic calming devices at both entrances to the development from extended Ridgefield Road and at Ridgemont Road.

A copy of the Planning and Zoning Commission staff report, locator maps, preliminary plat, and meeting excerpts are attached.

Fiscal Impact

Short-Term Impact: None anticipated within the next two years. Public infrastructure extension/expansion would be at the cost of the developer.

Long-Term Impact: Public infrastructure maintenance such as roads and sewers, as well as public safety and solid waste service provision. Future impacts may or may not be offset by increased user fees and property tax collections.

Vision & Strategic Plan Impact

Vision Impacts:

Primary Impact: Development, Secondary Impact: Parks, Recreation & Greenways, Tertiary Impact: Not Applicable



City of Columbia

701 East Broadway, Columbia, Missouri 65201

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Public Safety, Tertiary Impact: Not Applicable

Comprehensive Plan Impacts:

Primary Impact: Land Use & Growth Management, Secondary Impact: Mobility, Connectivity, and Accessibility, Tertiary Impact: Infrastructure

Legislative History

Date	Action
10/17/2005	Ord. 18739: Approved Madison Park Plat 2.

Suggested Council Action

Approval of the preliminary plat, subject to conditions as recommended by the Planning and Zoning Commission.